



AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Publication of this report is authorised by the Secretary under the provisions of Air Navigation Regulations 283 (1)

1. LOCATION OF OCCURRENCE

35 Km east of Burra, S.A.	Height a.m.s.l. 600 feet approx.	Date 8/10/78	Time (Local) 0808 hours	Zone CST
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2. THE AIRCRAFT

Make and Model Skycraft Scout	Registration Not applicable	Certificate of Airworthiness Not applicable
Certificate of Registration issued to Owner :	Operator	Degree of damage to aircraft Destroyed
		Other property damaged
Defects discovered Fatigue failure of rudder leading edge tubing.		

3. THE FLIGHT

Last or intended departure point	Time of departure 0800 hours	Next point of intended landing Koomooloo Station	Purpose of flight Pleasure	Class of operation Private
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
	Pilot	46	Not applicable	27 Approx	27 Approx.	Fatal

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

Under certain conditions Air Navigation Order part 95.10 exempts aeroplanes with a maximum all up weight less than 180 kg from normal airworthiness and licencing requirements. The Skycraft Scout is a type of aircraft which falls within this category.

During the twelve months that the pilot had owned the aircraft it had been extensively modified. At the time of the accident it was approximately 20 kg heavier than the manufacturer's recommended all up weight. It had however, been fitted with an engine which had a power output some 3.7 kilowatts higher than the original engine.

On the day of the accident the weather conditions were fine with light and variable winds. Some 8 minutes after take off the aircraft was observed through binoculars to be cruising normally at about 250 feet altitude when it suddenly descended quickly and disappeared from view.

About one hour later, the wreckage was found in flat open terrain. The aircraft had struck the ground in a steep dive killing the pilot.

Examination of the wreckage revealed that the leading edge of the rudder had failed due fatigue originating at a bolt hole. This would eventually result in collapsing of the rudder structure.

7. OPINION AS TO CAUSE

The cause of the accident was that, following a fatigue failure in the rudder structure, the pilot was deprived of effective control of the aircraft.

Approved for publication	Delegate of the Secretary	Date
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